

Rock Island Center of Interest in Air Derby

FRANING FIELD RECEIVES PLANES HOURLY IN FIRST COAST TO COAST CONTEST

Eyes Watching the Cross-Country Race Fixed on Local Station.

Eyes following the first transcontinental air derby, the most stupendous undertaking of its kind in the United States, were fixed on Rock Island today.

Franning field, the Rock Island control stop, in this purposeful contest, was the center of interest when the leading planes of the machines which are racing westward across the United States, arrived here. Planes are coming in hourly, stopping for a half hour as required and then dashing off for Des Moines, the next control stop.

It is expected that before the last plane arrives from the east the first one of the 16 machines bound east from San Francisco will reach the field south of this city and that the tri-cities will witness a continuous stream of planes from now on until Saturday night when it is thought the last eastward bound machine will have passed through.

Stupendous Undertaking.

The transcontinental air derby, under the auspices of the United States army and the American Flying club, is without doubt the most stupendous undertaking in the history of aviation. The flyers are blazing an aerial trail across the continent for future use in both military and commercial aviation as well as test to the utmost the reliability and endurance of almost every make of machine that has been developed since the start of the great war.

The flyers will cover more than twenty-seven hundred air miles, flying as low as the topography and the prevailing winds permit, over a country that presents more of the varied and fascinating beauty of nature's handiwork than any other 2,700 miles on earth.

With the exception of the British, French and Italian entries, all of the contestants are officers of the United States army, many of whom made records in the recent war and three of them crack aces.

Much valuable information is expected to be obtained from the flight, and, according to many army officers, its success will have much influence on the proposed legislation in Washington tending toward the separation of the air service from both the army and navy, and creating a separate branch of military service.

At a recent poll of the 1,300 members of the American Flying club, 98 per cent of the members were in favor of a separate air service and among those who voted for it were many flyers of the navy department.

Of the machines in the derby, 75 per cent are expected to finish the flight, according to the figuring of experts. This means that 324,000

AIR DERBY FIGURES

Number of planes entered—108. Due to arrive—Today, more than fifty which start at Mineola Field, N. Y., are expected in Rock Island while on Friday and Saturday 16 which start at San Francisco are due.

Distance between Rock Island and Mineola—965 miles. Distance between Rock Island and San Francisco—1,736 miles.

Number of stops, Mineola to Rock Island—4. Number of stops, San Francisco to Rock Island—13. Time of stop—30 minutes at each landing.

Location of Rock Island landing place—Franning field, on Milan road, which skirts banks of Rock river, one mile west of bridge over river to Moline.

Force in charge of Franning field—Lieutenant E. S. Hansberger and detail of eight enlisted men.

| Control stops— | Mineola | Frisco |
|-----------------|---------|--------|
| Mineola | 0 | 2,701 |
| Binghamton | 142 | 2,559 |
| Rochester | 237 | 2,424 |
| Buffalo | 323 | 2,372 |
| Cleveland | 503 | 2,128 |
| Dryan | 550 | 2,071 |
| Chicago | 819 | 1,801 |
| Des Moines | 1,123 | 1,578 |
| Rock Island | 965 | 1,736 |
| St. Paul | 2,141 | 1,460 |
| St. Paul | 1,373 | 1,324 |
| North Platte | 1,491 | 1,210 |
| Sidney | 1,603 | 1,093 |
| Cheyenne | 1,656 | 1,005 |
| Wolcott | 1,809 | 892 |
| Green River | 1,947 | 755 |
| Salt Lake City | 2,083 | 618 |
| Salt Lake | 2,183 | 513 |
| Battle Mountain | 2,345 | 356 |
| Reno | 2,514 | 187 |
| Sacramento | 2,626 | 75 |
| San Francisco | 2,701 | 0 |

miles will be covered in the aggregate with more than one hundred sixty men in the air and the cost of the machines totaling not less than \$750,000.

Twenty-one Controls.

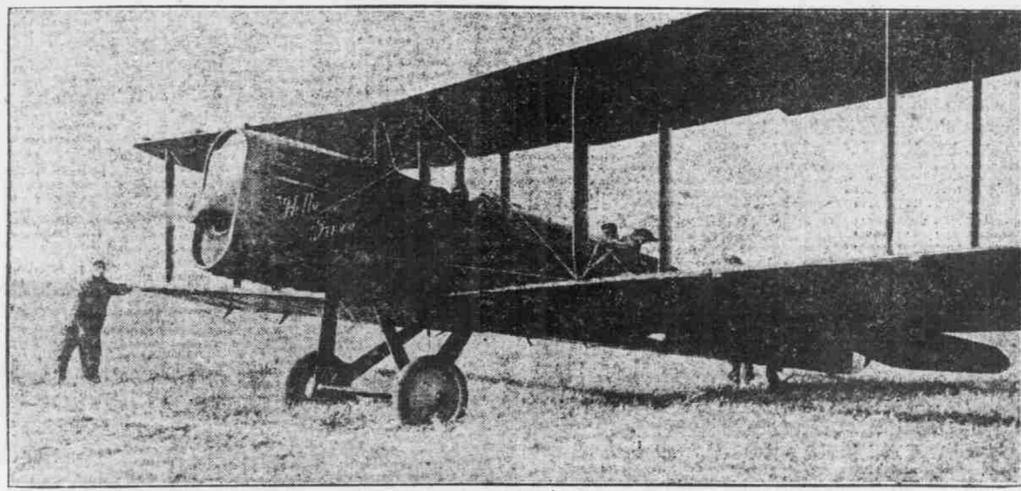
While the race is under the direction of the army air service, it is being conducted under the rules of the American Flying club, which is in charge of the 21 controls between New York and San Francisco, one of which is at Rock Island, and is responsible for keeping the air records. The standing of the flyers will be determined by the club's timing.

The flyers are following the route of the race from landmarks outlined on maps pinned on boards in front of them. The full route and distances between control points from the Atlantic to the Pacific follows: Mineola, 0, Binghamton 142, Rochester 125, Buffalo 65, Cleveland 180, Bryan 147, Chicago 160, Rock Island 155, Des Moines 155,

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FIRST PILOT TO ARRIVE IN ROCK ISLAND AND LEADER IN RACE



Lieutenant B. W. Maynard, his observer, W. E. Klein, and "Trixie," his German police dog mascot, as they appeared when the plane came to a stop at Franning field.

Omaha 118, St. Paul 132, North Platte 118, Sidney 152, Cheyenne 93, Wolcott 113, Green River 137, Salt Lake 137, Salduro 100, Battle Mountain 100, Reno 152, Sacramento 159, San Francisco 75.

The machines flying at the start on Long Island at an altitude of 106 feet above sea level. From that they will have to climb to 6,623 feet at Wolcott, Wyo., and at San Francisco will drop to 15 feet above the Pacific ocean. As few of the pilots will care to fly at less than 5,000 feet, this means they will drop from more than ten thousand feet at the Wolcott control.

The derby is really three races in one, as there will be three competitions. The American Flying club will award 18 prizes and a number of Chambers of Commerce and various newspapers as well as individuals along the route will do likewise. The contest is as follows:

Time competition

First place in this contest to be awarded the pilot crossing the continent in the shortest time, irrespective of stops and actual flying time.

Speed contest

In this there will be as many classes as there are types of machines. First, second and third place in each class will be awarded the pilot having the shortest flying time.

Handicap competition

This will be based on actual flying time but each class (type of machine) will be given a handicap percentage based upon its reputed speed as computed by the technical section of the air service in its official tests.

No Sunday Flying.

There will be no Sunday flying or flights before sunrise or after dark, army officials restricting the race to day flying in order to avoid crashes or other accidents. Each contestant will keep a log book, noting each incident in the flight down to the displacement of a screw. This is to be turned over to the government for its official information. In addition a field log book will be kept at each control point and both the air service

commanding officers and representatives of the American Flying club will be held responsible for its contents which will determine the winners of the race.

All arrangements have been made by the air service and the American Flying club to keep the public informed concerning the details of the progress of the flight. Each night information is sent out covering the following details:

Number of machines on hand.

Individual designated number of these planes.

Individual number of machines arriving and departing during the day with time of arrival and departure.

Individual number of machines which did not depart from field. Crashes in vicinity. Crashes repairable within 48 hours.

Each Must Stop.

Each pilot must land at the designated control points and remain there at least 30 minutes. If he is compelled to remain more than 48 hours, unless prevented by weather conditions, he will be disqualified. The flyers are piloting machines of standard makes at a speed of not less than 100 miles an hour. At this speed the entire distance of 2,700 miles should be covered in 27 hours actual flying time or in one day and three hours.

The entrants in today's race consist almost a "Who's Who" in American flying. Many famous aviators of the American expeditionary forces are flying. Among them are three crack aces.

Lieutenant Colonel H. E. Hartney, who flew in the Royal Air Force until this country entered the war and then commanded the First American Pursuit group, is an ace and has six Hun machines to his credit. He was awarded the French Legion of Honor medal, the American D. S. C., the Croix de Guerre with two palms, the Italian Medal of Valor and ranks as a military aviator, which is about the highest anyone can obtain in this country.

Captain Field Kindley, who shot down 12 Hun planes while fighting with the British R. A. F., and who was recommended for distinguished conduct for crashing his machine at Albany to avoid killing people in the crowd during the New York-Toronto race, is another starter. He is flying the S. E. 5. Before this country got into the war he joined the Royal Air Force and when the United States got into it became a fighting commander. He was decorated with the D. S. C. by General Pershing.

Captain J. O. Donaldson, another contestant, flying the S. E. 5, is an ace with eight Germans to his credit. He was shot down and taken prisoner at the battle of the Somme afterward making a remarkable escape, though recaptured twice. He returned to England with much valuable information concerning conditions in Germany. He wears the Distinguished Flying Cross of England.

Colonel C. C. Culver, entry No. 2, flying a captured German Fokker, is the oldest pilot flying in the race. He is 47 and is reputed to be the second oldest man in America entitled to wear wings. Captain N. E. Erwin, former director of naval aviation, who is over 50 years old; also recently won his wings. Colonel Culver is internationally known as the man who developed the use of the wireless telephone and telegraph as used in flight.

Ranking Officer.

The ranking officer in the race is Air Commodore L. E. O. Charlton, the British air attaché at Washington. Before Great Britain worked out its separate air force, Commodore Charlton was a brigadier general. He was in command of the British air forces in the Americas sector. In Washington Commodore Charlton is credited with having a more comprehensive grasp of the international aviation situation than any other individual whose views have been sought by the senate and house committees, who are now working on a reorganization of American aeronautics, so as to place the air service on a basis of a separate arm of the national defense.

Lieutenant B. Gish, entry No. 10, flew in the 155th night pursuit squadron. He was injured in an accident at night when his machine crashed and Lieutenant Gish sustained 15 severe injuries, including both legs being mangled; one being broken in 14 different places; and in four on the other. Lieutenant Gish still wears steel braces on each leg, but continues to fly. His passenger, Captain de Lavergne, is the French air attaché at Washington. During the recent war Captain de Lavergne was in command of a squadron on the French front, and at one time had under his command 20 American aviators. He has many decorations.

The official representative of France in this race, it was pointed out by the American Flying club, calls attention to the steps which the French government has recently taken to establish its air service as a separate arm. The French government has so encouraged aeronautics since the armistice, that air lines, of value both in commerce and in the national defense are shortly to be placed in operation not only all over the republic, but between the mother country and its colonies.

Winner in East.

Entry No. 31 is Lieutenant Belvin W. Maynard, flying a D. H. 4, 124 m. p. h., with a 400 h. p. Liberty motor, was the winner in the speed trials of the New York-Toronto airplane derby, and succeeded in making the extraordinary fast time of 133 8-10 miles per hour. Lieutenant Maynard, before entering the army service, was a minister. He served in the American expeditionary forces many months, and was one of the crack test pilots of the American assembly plant at Romorantin. While at this school he held the world's record for looping consecutively without losing altitude.

Entry No. 61 is Major Carl Spatz, flying a D. H. Bluebird, 125 m. p. h., 400 h. p. Liberty motor. Major Spatz was for a time in command of the Issoudun training school of the American expeditionary forces in France. He later joined the 93rd Pursuit squadron and is officially credited with 12 victories. He was cited for the D. S. C. by General Pershing.

Competitors—The test will be open to army pilots recommended by commanding officers of fields in the eastern, central and western departments, flying machines

rated not less than 100 miles per hour. Control stops—All machines will be obliged to land at the control stops and remain at least 30 minutes. Control stops will be in command of an officer who will have full authority for the interpretation of these rules and regulations should occasion arise during the competition. Pilots will be permitted to remain at control stops as long as they desire up to 48 hours, and this time may be extended if in the opinion of the control stop commander, the weather does not warrant his departure. Where possible, the control stop commander will light a smoke smudge to afford the pilot an extra check on the field. Bad spots will be marked with red flags and indicated on the sketch submitted to adjacent fields.

Location of fields

To insure accurate description of location of landing fields, pilots will question the officer commanding each control stop before proceeding. This officer, in addition to his other duties, is responsible that he has in his possession a map or sketch of the two adjacent fields, east and west, showing the exact location of the landing field with respect to the main land marks of the town; and he is also responsible, in turn, to each of the fields that he furnishes similar information concerning his own field to the two adjacent fields before Oct. 8.

Department air service officers

For the information of all concerned, the department air service officers concerned are responsible for the selection and preparation of adequate landing fields at the control stops, and for the maintenance of the same in their department and for the operation of same in accordance with regulations. In addition they will make the necessary arrangements with the mayor, chamber of commerce, or some official body in each town to insure necessary protection to spectators, pilots, public and government property. He will have sufficient enlisted men ordered to report to the commanding officer of each control stop, reaching destination on or before Oct. 6.

Forced landings

Stops made outside control stations on account of forced landings will not be deducted. The time taken by a pilot to go from one control stop to the next, computed from wheels leaving the ground until they touch at the next succeeding control stop, will be considered the actual flying time.

TRIXIE JUST AIR CRAZY—HE LIKES THIS LONG TRIP

Trixie, the German police dog that accompanied Lieutenant B. W. Maynard in his plane to Rock Island today, is air crazy.

"The flying parson" will tell you that.

Trixie is always tickled to death when he is around a plane. He'll bound out of the machine with a gleeful bark, but his "woof, woof" when the plane is ready to take off is one registering even greater ecstasy.

Many writers on subjects relating to canines have commented recently on the airship habit which dogs acquired during the war.

A bull terrier, a regimental mascot at one of America's aero bases near Soissons, was accustomed to ride daily for many miles in airplanes. He would make a flight in one machine, sitting motionless and blissful, and on descent, if he happened to see another plane making ready to take off, he would scramble wildly from his perch, leap to the ground and dash across to the plane which was about to ascend, bounding up onto the nearest of its wings and wriggling thence to the pilot's seat.

Many will recall newspaper accounts, too, of "Flock," who accompanied Therouin, the French aviator, into many a battle.

NEW UKRAINE CABINET.

Paris, Oct. 9.—A coalition ministry in Ukraine has been formed by General Petura with I. Marepich as premier and minister of interior, and M. Petroff, minister of war.

POLICE CHARGE RADICALS.

New York, Oct. 9.—When mounted police charged into a mob of several thousands of radicals, who attempted to parade up Fifth avenue without a permit, 100 or more were injured.

MOST FAMOUS ACES ARE COMING TO ROCK ISLAND SAYS FIELD COMMANDER

P. S. PALMER OF CITY COUSIN OF DERBY AVIATOR

Major J. C. P. Bartholf, a participant in the cross continent air derby, who is expected to arrive in Rock Island some time tomorrow, is a cousin of a local man, P. S. Palmer, proprietor of the Stationery shop, 118 Eighteenth street.

Palmer received a card from his cousin a few days ago, saying that he would take part in the race. Major Bartholf flies an S. E. 5 plane. He has been commander at various times of flying fields in the west, and is an aviator of great skill.

Lieutenant E. S. Hansberger Gives Outline Coast to Coast Derby.

BY LIEUT. E. S. HANSBERGER, (Officer in Charge of Franning Field, Rock Island.)

G. M. Well, formerly a lieutenant in American air forces overseas representing the American Flying club, has been detailed to assist the officer in charge of Franning field and has arrived in Rock Island.

This is the greatest air race in history. Some of the most famous aces in the United States air service will come to Rock Island piloting machines in this coast to coast air derby.

Lieutenant Colonel H. E. Hartney, who first saw service in the British royal force and later transferred to the fighting front of the American expeditionary forces, and Captain F. E. Kindley, both decorated by King George of England, with the distinguished service cross and the D. S. C., by General Pershing for heroism at the front, are in this contest.

H. A. McCorty, representing the American Flying club, arrived in Rock Island today. He stated the Rock Island field is the best equipped between Cleveland and this city and expressed his thanks to Mayor Schriver and members of all organizations who cooperated in arranging for the comfort and convenience of the flyers who will land here.

Private telephone and telegraph wires have been installed to Franning Field to give quick communication with other points along the route of the great derby.

John W. E. Kline, with a German police dog as mascot, Lieutenant Maynard from his DeHavilland-4 machine, the 840 miles from Mineola in 405 minutes flying time. His elapsed time was 9 hours and 29 minutes.

Sixth away from the starting point, Lieutenant Maynard had overhauled his field at Buffalo, third control stop, and was first away from there. From then on to Chicago, where he was the only one to land last night, he led the field. He reached Cleveland at 2:27 p. m. and left at 2:58 p. m. and reached Bryan, Ohio at 4:10 p. m., leaving for Ashburn field 59.3 minutes later.

"I'm tired," the flyer-preacher said as his DeHavilland plane settled down for the night's stop. "We were sixth out and it was a beautiful day for flying. That old Liberty motor battered out miles of trouble without one complaint. It was a long, hard grind, but we are going to win this race."

Forty-five machines were expected to land at Ashburn field between 7 o'clock this morning and 7 o'clock this evening.

Others Start Today.

Mineola, N. Y., Oct. 9.—Prevented from starting yesterday by engine trouble, Lieutenant Norman H. Langley, carrying Sergeant Hawkins as a passenger, made a belated start from Roosevelt field at 9:35 a. m. this morning for Binghamton on the first leg of the army's great transcontinental air race to San Francisco and return. Langley, piloting a DeHavilland-4 machine was the 48th aviator to get away. Four other machines were expected to leave here during the day.

Undismayed by Deaths.

Undismayed by the fate that befell their comrades yesterday when three were killed on the first day of the great speed, endurance and reliability test, pilots scattered over the route from Mineola to San Francisco to Salt Lake City, were up today with the dawn, eager to start the second day's grueling test.

Given flying weather as good as that of yesterday, the leading planes from the east and those from the west should cross trails shortly after noon.

Hits Fierce Pace.

Yesterday Lieutenant B. W. Maynard, the "flying parson" who led throughout the first lap, covered the first 340 miles that separate Mineola and Chicago at a two-mile-a-minute rate of speed. Eleven flyers from San Francisco covered the 618 miles from San Francisco to Salt Lake City. Thus the leading flyers from east and west covered a total of 1,458 miles and were separated only by 1,242 miles.

The three contestants who were obliged to make forced landings yesterday hoped to get back into the race today. They were Lieutenant Ross Kirkpatrick, who descended at Vernon, N. Y.; Lieutenant R. L. Maugan, who landed at Glendale, N. Y.; and Lieutenant Willis H. Taylor, who landed at Nicholson, Pa.

Rain held up virtually all westbound flyers in the army's transcontinental contest early today at the control stations in Rochester, Buffalo, Bryan and Cleveland.

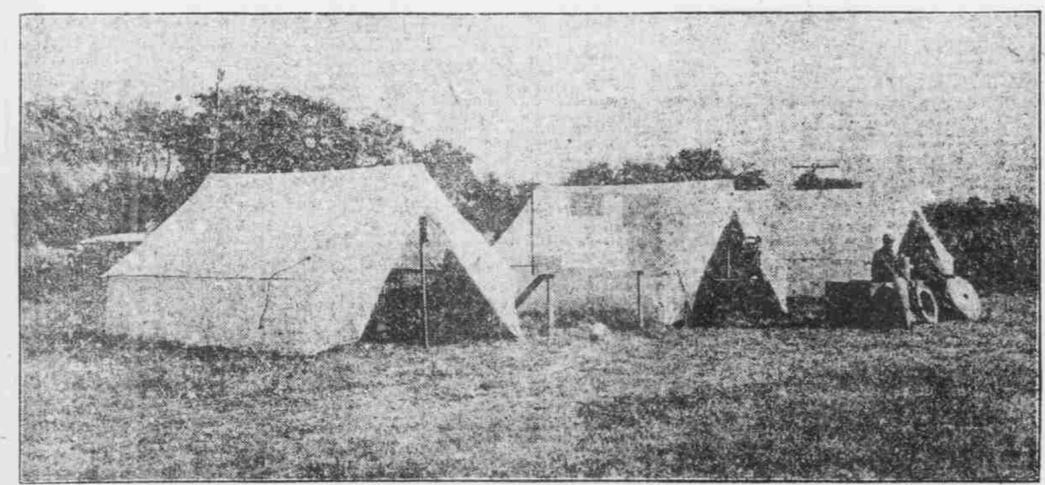
Weather conditions around Chicago had sufficiently improved at noon to allow the westbound flyers to resume.

Eastbound flyers encountered better weather and three pilots were enabled to leave Salt Lake City, Utah, early today for Green River, Wyo., 137 miles distant, and 755 miles from the starting point at San Francisco.

Over Two Miles a Minute.

Carrying as a passenger Mechan-

FRANING FIELD ROCK ISLAND'S CONTROL STOP IN FIRST AIR DERBY



Franning field, located across Rock river, south and east of Rock Island, in Coal Valley township, is an ideal landing site for airplanes, as pilots in the transcontinental derby who took in the tract today, declared on their arrival.

The field contains 70 acres, only 40 acres, however, being put to use as a landing place. Thirty acres are covered with corn, so that if the planes should overrun the field through accident only the corn would be damaged, there being no obstruction between the part of the tract which is cleared and the part in which the corn is located.

The above cut shows the tents which contain \$10,000 worth of supplies at Franning field. In and around these tents, ready when the first plane arrived, were the following supplies:

- Test gasoline, 2,000 gallons.
- Motor mineral oil (mineral and olive B), 800 gallons.
- Castor oil, 800 gallons.
- Three standard field mechanics' tool kits.

Three fire extinguishers. Measuring cans. Bowser tank, or six 5-gallon cans.

Three water cans. Three funnels. One hundred yards manila rope. One blow torch. One wind cone. One medical first aid equipment. Lime, for marking airdrome, 50 pounds.

Spare parts for Liberty, Hispano, motors, D. H. S. E. 5, and all service planes, including spark plugs, propellers, assorted rubber hose connections, safety wires, wheels complete, dope, one yard fabric.

Lieutenant E. S. Hansberger and a detail of eight enlisted men were on hand when the first plane arrived.

Repairs made here must be recorded in the log book, but there are no penalties. Every care is taken to insure that a notation is made on the slightest adjustment or repair that has to be made. A contestant who is obliged to remain at a stop for more than 48

hours for any other reason than on account of weather is withdrawn from the contest.

Pilots are held responsible that any defect in machine or motor is brought to the attention of the mechanics and Lieutenant Hansberger, and it is within the power of the officer to hold any machine or pilot on the ground until repairs are made to his satisfaction.

A field log book is kept, under the direct supervision of the commanding officer. In it is kept a duplicate of every entry and memorandum in the pilots' books.

Meteorological Reports.

Aviation forecast zone maps are placed in a conspicuous place for the benefit of the flyers. It is the duty of the officer to give full reports of the weather to each pilot at the time of his departure.

Weather forecasts are wired to the landing field twice daily giving the

forecast for 24 hours in advance. Greatest care is exercised in keeping time. Stop-watches and chronometers are used at Franning field. A pilot is permitted to touch his wheels and go around again, the time being taken from the moment his wheels first touch.

On taking off, a pilot need not circle the field, but he must not leave for Des Moines until he has satisfied himself that his motor is working perfectly. On landing, a pilot is compelled to circle the field once to insure the direction of wind and the terrain of the field. Failure to circle the field before landing disqualifies the contestant.

Reports are submitted each day to the central department, and a telegram from here to Des Moines is sent, stating time of departure of machine for that station. Pilots who complete the race at each coast are to report to the commanding officer and await their instructions as to the return trip.

All machines leave Franning field with gas tank full, and each machine carries a small kit of spare plugs with convenient tools.